

### **REMARKS**

Claims 1 and 9, rejected under 35 U.S.C. §102 (b) as anticipated by Torres et al have been cancelled. Additionally, claims 2 and 10, rejected as obvious over Torres et al in view of Valdespino et al, have been cancelled. The §112, ¶2 basis for rejection of claims 11 -16 has been obviated. Likewise, the objection to the drawing has been obviated by the substitute drawing, which adds numbers and lead lines to features initially shown and referred to in the specification and claims.

No new matter is added by these amendments to claims 11-16 represented as new (and revised) claims 17-22. Moreover, no new matter is added by the amended paragraph. All matter therein is presented in the drawings and pre-existing claims 1-16.

### **Claims 17-22 Recite Allowable Subject Matter**

New claims 17-22 relate to prior claims 11-16 that were rejected under §112, ¶2 for indefiniteness. This was apparently because they were dependent from claim 9. The Examiner aptly pointed out that the phrase "a first edge having a front end and a back end" was not understood because there was no description to explain the phrase despite the structures clearly appearing in the drawings. The amended paragraph recites what is shown in Figs. 1 and 2 of the drawing, namely, an automobile with a front end and a rear or back end and a structural frame with a left edge and a right edge.

Claim 17 recites the limitation of "a rotary relief shaft rotatably received within the valve assembly..". The rotary relief valve as shown in Fig. 5 enables pressure to be released from the plenum 48 and the jack 10 shown in Fig. 4 simultaneously lowered by the pulling action of a spring 49 in contrast to pulling a pawl in combination with a solenoid controlled valve shaft to release fluid as taught by Torres et al. Torres et al teaches that for retraction of the jack one must first remove a pawl. The pawl must be retracted from a ratchet. Pumping fluid out of the plenum in Torres et al cannot by itself result in retraction because of the pawl. Torres teaches venting by the use of a plunger

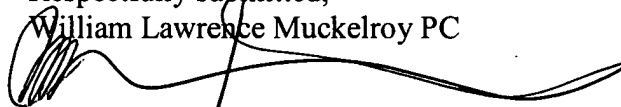
arm 80 operated by a solenoid. In Torres both the plunger arm 80 and the pawl 114 must be moved to neutralize support from a jack.

Claims 18-22 are dependent.

As evinced by the foregoing, patentable subject matter is recited in claims 17-22. Acceptance and entry of the amendment is solicited. Applicant's counsel was careful to insure that no new matter was introduced. The drawings support the added language in the proffered substitute paragraph.

Continued examination on the merits is requested, and afterwards, issuance of a notice of allowance is respectfully requested. If minor issues are presented by the amendment applicant's counsel would appreciate a phone call so that an attempt can be made to resolve them by an Examiner's amendment.

Respectfully submitted,  
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Dated: January 12, 2006

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Enclosures: Certificate of Mailing; Petition, Check for Extension Fee, substitute drawing

**VIA FAX TO 1-571-273-8300 AND REG. MAIL SERVICE**

### CERTIFICATE OF MAILING

I hereby certify that this Amendment A with accompanying documents ([a]substitute drawing- page 1/4; and, [b] Petition and atty's check for fee for one month extension) is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to  
The Honorable Commissioner for Patents  
Mail Stop Fee Amendments  
P.O. Box 1450  
Arlington, VA 22313-1450

on January 13, 2006.

Typed or printed name of person signing this certificate: Irene Christine

Signature: Irene Christine

**IN THE DRAWINGS**

A substitute for page 1/4 of the drawings is attached and submitted for approval by the Examiner. The substitute page 1/4 has added the reference numerals and lead lines 15 and 17 to enumerate a front end and a rear end, respectively, for the automobile 13. The front end and the rear end of the automobile 13 were previously shown without numbers and lead lines. Hence, no new matter has been added.

The substitute drawing for page 1/4 has also added the reference numerals and lead lines 9 and 11 to enumerate a right edge and a left edge, respectively, for the automobile 13 and frame 20. The left and right edges of the automobile 13 and the frame 20 were previously shown without numbers and lead lines. Again, no new matter has been added.